Fulton Market Innovation District

A plan to coordinate economic growth, preservation, design, and public improvements

CITY OF CHICAGO

DPD

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RAHM EMANUEL, MAYOR

CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT
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Encompassing 217 acres of primarily low-rise buildings on the Near West Side, the Fulton Market Innovation District is uniquely suited to reflecting the past and accommodating the future of Chicago's economy.

Fulton Market Innovation District

A land use plan for coordinated economic growth

Chicago's Fulton Market area is a place in which traditional and innovative businesses coexist amid an evolving mixed-use landscape on the edge of downtown. To ensure the area continues to serve the needs of both existing and new companies, the City of Chicago is implementing a strategic land use plan that preserves the area's fundamental characteristics while providing a framework for sustainable economic growth and investment.

Roughly bounded by Hubbard Street, Halsted Street, Randolph Street and Ogden Avenue (Map 1), the 217-acre area is home to meat packers, food distributors and manufacturers, along with a growing number of innovation-driven firms, restaurants, retailers, and leisure-oriented businesses that collectively employ approximately 10,000 people. More than 500 technology-related jobs are expected to move into the area within the next two years, which will reinforce its role as an innovation-driven employment center.

The "Fulton Market Innovation District" plan is intended to preserve existing jobs while accommodating private sector investments that reinforce the area's expanding role as an innovation-driven employment center. The strategic plan will also ensure that new development projects serve their intended purposes without detracting or impeding the often disparate needs of other businesses and community stakeholders.

At the request of local landowners, roughly half of the planning area is zoned C-1, which restricts most uses to small scale business endeavors. Future development proposals are expected to exceed the C-1 district's parameters, necessitating the broader development guidelines that accommodate future projects while protecting the fundamental characteristics of the area, particularly its historic role as a home to light industries and food-related businesses.

The northern half of the area is zoned for manufacturing, which prohibits residential and certain commercial uses.

Map 1: Fulton Market Innovation District boundaries

The Fulton Market area's proximity to the central business district and local and regional transportation routes has long supported its role for industry and supportive services.

The Fulton Market Innovation District plan consists of a land use map, general design guidelines, a suite of public investments, and recommendations for preserving historic buildings and providing more food-oriented programming.

- The land use map guides height, density, and use parameters for future construction projects, ensuring that proposed zoning changes are made in context with four specific subareas within the Fulton Market area, including portions of an existing City of Chicago Industrial Corridor and Planned Manufacturing District.

- The design guidelines ensure new construction or redevelopment projects maintain the area's unique visual identity associated with light industry.

- The public improvements will address critical infrastructure issues as well as create gateways and other visual cues that reinforce the sense of place within the district, along with specific improvements that support the area's unique association with food, including an incubator facility to foster locally produced and regionally distributed meats, vegetables and other items.

- A proposed historic district for a portion of the Fulton Market area received a preliminary recommendation in spring 2014 by the Commission on Chicago Landmarks. The designation process is underway according to Chicago Landmarks Ordinance procedures.

Unlike other innovation-oriented employment districts across the country in which public entities own the land and buildings, Fulton Market Innovation District properties are almost exclusively owned by individuals, businesses, and organizations. The plan's goals and objectives rely on select City of Chicago development tools and regulations to succeed, including economic development subsidies, historic preservation regulations and incentives, zoning provisions, and public investments.

The plan does not require existing property owners to conform to new standards, nor does it propose wholesale zoning changes within the area. Its guidelines only apply in the event of new construction or redevelopment within the district, which would be assessed for compatibility by community stakeholders and elected officials, along with public entities like the Chicago Plan Commission and City Council.

The Fulton Market area's proximity to downtown and youth-oriented neighborhoods, along with its vintage industrial buildings and eclectic mix of supportive uses, enhance its viability as a 21st century innovation district.

A history of specialization and innovation

Poised for continued business growth, the Fulton Market area is an ideal location for Chicago's first self-proclaimed "innovation district." Innovation districts are a relatively new type of business center that are attractive to companies that leverage technology to produce real and virtual goods. Innovation districts also possess traditional industrial and supportive services that offer urban vibrancy and authenticity that attract new economy companies. The concentration of innovation-oriented firms in select parts of Boston, Brooklyn, and other cities reflect this trend, one that will significantly expand in the Fulton Market area with the arrival of 500 Google employees in 2015.

Urban innovation districts in the United States possess similar characteristics as the Fulton Market area, including protected areas for manufacturing; technology-oriented anchors; proximity to a central business district; and strategic public infrastructure investments. A unique aspect of the Fulton Market Innovation District is that it is home to the Fulton-Randolph food market, the last remaining market district within the City of Chicago. The area also provides proximity to affordable, youth-oriented neighborhoods like Wicker Park, Ukrainian Village, and Logan Square, which reinforce the area's viability for innovation firms and their workforces.

Though the term Fulton Market is used colloquially to reference the entire planning area, the name formally applies to a corridor of meat processors and distributors on the district's eastern end. The meatpacking area is centered along Fulton Market Street, which once housed satellite facilities for industrial meatpacking giants like Armour, Swift, Morris and other companies. Today, wholesalers continue to occupy Fulton Market buildings. Several of these wholesalers, along with a number of area restaurants, source their raw materials from small farmers that specialize in organic, pesticide free, and/or humanely raised products, reflecting the area's ongoing association with market-driven innovation, and representing a unique nexus between traditional wholesale food purveyors and restaurants that serve regionally sourced food (Map 2).

Market districts across the United States possess a unique sense of place that often attracts other types of businesses. Like the Fulton Market area, a number of markets have become the centers of larger districts where compatible business activi-

The creative economy thrives in pedestrian-scale environments like Fulton Market Street, where buildings of different ages support social and cultural activities that help attract companies that produce real and virtual goods.

The Fulton Market area's historic association with food provides urban authenticity, a key criteria that attracts the development and supports the viability of contemporary innovation districts.

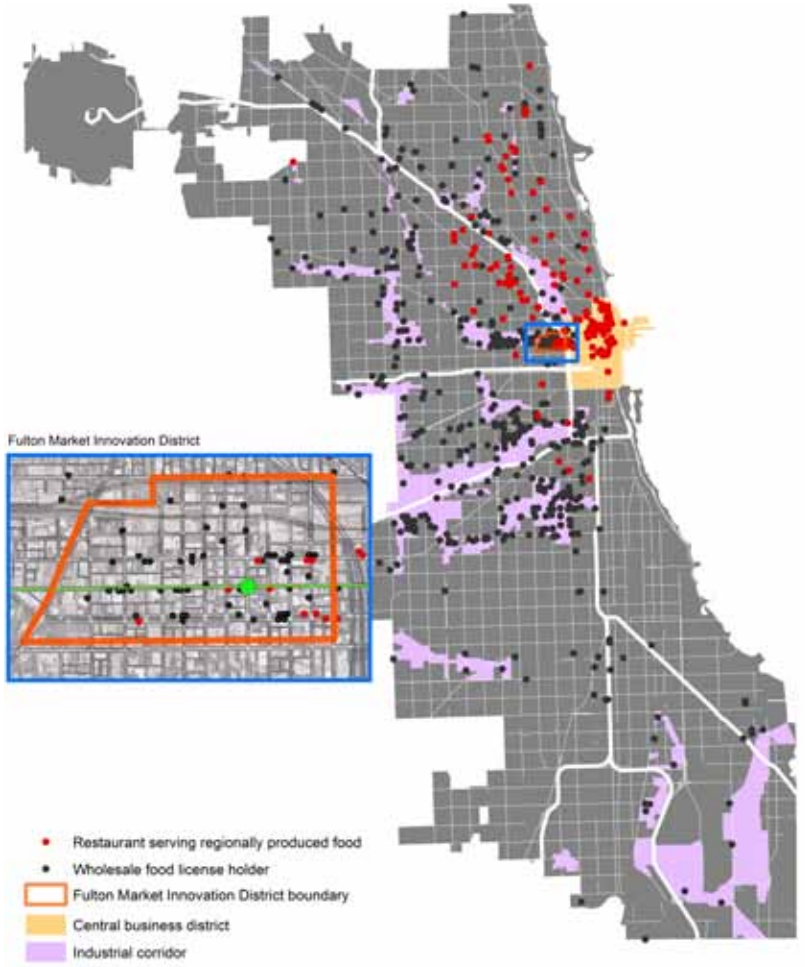
ties choose to locate, creating highly synergistic and dynamic places. However, since market district properties are nearly always owned by private entities, real estate speculation can lead to the displacement of businesses and the character and uses can be diminished unless protections are put in place to coordinate growth. Seattle, Cleveland, and New York City have market districts that have been designated as both local and national historic districts.

Market districts are often the most unique and vibrant and economically active portions of U.S. cities. For example, Cleveland's West Side Market is visited by more than 1 million people each year; Pittsburgh's Strip District was awash in $1.25 billion in mixed-use development at the close of 2013; and New York City's Gansevoort meatpacking district saw rental rates in 2012 that were 20 times higher than 20 years earlier. Each market is considered an economic engine that benefits their respective city in multiple ways.

As a home to both traditional and innovative firms, the Fulton Market Innovation District's success is partly due to easy access and egress by shippers and receivers and its proximity to other businesses and consumers. The concentrated location also offers relatively insulated work areas in which to operate without conflict from non-compatible uses involving housing, lodging, and certain retail uses, especially during early morning hours when sidewalks and other public spaces are utilized by food companies for operational needs.

As of 2011, 63% of the jobs in the Fulton Market Innovation District were involved in the making or handling of real and virtual products. (Appendix I). A portion of the innovation district has a Planned Manufacturing District (PMD) zoning designation, one of 15 PMDs in Chicago. The purpose of a PMD is to provide land use stability to serve the needs of both traditional and advanced manufacturers and other production-oriented companies. As of 2011, 90% of the jobs in the PMD portion of the innovation district were involved in the making or handling of real and virtual products. As the Fulton Market Innovation District evolves, the PMD will continue to provide an affordable environment that's free from disparate uses that are incompatible with the making and distribution of real and virtual products.

Approximately 18% of the jobs in Fulton Market Innovation District are related to leisure and lodging activities, many of which are located adjacent to industrial compa-



Map 2: Locations of wholesale food licenses holders and restaurants serving regional produced food items.

nies within the southern half of the area. Since the early 1990s, the district has become increasingly associated with fine dining, entertainment venues, art galleries, and special events, making it today one of the most eclectic concentrations of culturally focused entrepreneurism in the city.

Public streets and private parking lots in the southern portion are also used for events like the annual Taste of Randolph food and music festival; the annual Guerilla Truck Show designer products event; and the bimonthly Randolph Street Market festival featuring various vintage goods.

The southern half of the Fulton Market Innovation District includes 125 properties that exemplify the area's 150-year association with food entrepreneurism and broader themes about the city's economic history. Proposed as a formal historic district by the Chicago Landmarks Commission, the uses and buildings convey Chicago's importance as a wholesaling center that distributed the agricultural bounty of the heartland across a rapidly growing region. They also reflect Chicago's importance for meat processing and distribution while exemplifying the importance of manufacturing to the city's development.

Opened in May 2012, the $38 million Morgan Street CTA station accommodates more than 600,000 passenger boardings every year. The improved public access to the area will fuel demand for nearby real estate, a trend exacerbated by Google's announced relocation to a renovated building at Morgan Street and Fulton Market in 2015.

Prior planning initiatives

To enhance and protect the unique characteristics of the Fulton Market area, the City of Chicago has worked with area businesses and property owners on several planning initiatives in recent years.

In 1998, the Chicago City Council adopted the Kinzie Industrial Corridor Tax Increment Financing (TIF) plan that foreshadowed the area's burgeoning attractiveness to both established and new businesses. The Kinzie TIF redevelopment plan includes goals and objectives to:

- Protect the historic food wholesaling and production function of the Fulton/Randolph Market area, including the assembly of obsolete industrial buildings for redevelopment as modern market facilities.

- Protect existing industrial concentrations, including the Fulton and Randolph Street markets, from encroachments by incompatible uses.

A $5.9 million streetscape project along West Randolph Street in 1996 helped foster the street's evolution as a dining destination.

- Preserve the industrial character of the area and redevelop sites for industrial uses.

In 2000, the Chicago Plan Commission adopted the Near West Side Area Land Use Plan. Randolph and Fulton Markets were recognized as a unique business district within the City. The land use framework included recommendations to: establish one consolidated wholesale food district; continue careful management of land use changes; and explore the feasibility of a facility to provide information to businesses and the public about the history of the area and current products and operations.

Design guidelines were also provided because a critical issue confronting the area was the physical quality of the built environment. Specific guidelines included:

"Building scale and architectural design for new buildings should be consistent with the physical character of the Near West Side's distinct land use sub areas: Randolph and Fulton Markets. Traditional brick industrial buildings represent the most common building type in the area and provide an overall context for new architecture."

"Buildings should be preserved and renovated where possible to maintain existing building walls along streets."

"Rehabilitation/renovation should be sensitive to the original architectural character of the building and surrounding area."

Business and property owners simultaneously worked with DPD staff to adopt a Planned Manufacturing District for the area north of Carroll Street, which preserves the area for heavy industrial users and other compatible businesses. Area stakeholders also supported the rezoning of most of the remaining area as C-1 (Map 3), which helped ensure future uses would be compatible with food wholesale and manufacturing by preventing large scale development projects.

In 2012, Mayor Emanuel released "A Plan for Economic Growth and Jobs," which outlines 10 transformative strategies to enhance Chicago's role in the global economy. The Fulton Market Innovation District advances four of the strategies: fostering innovation and entrepreneurship; becoming a hub for advanced manufacturing; making Chicago a premiere destination for tourism and entertainment; and increasing the region's attractiveness for cutting-edge business services and headquarters.

Industrial and warehouse buildings within the area exhibit a high degree of design, detail and craftsmanship in traditional brick masonry.

Map 3: Current zoning (Summer 2014)

Key Actions

1. Adopt a land use map for the Fulton Market Innovation District to minimize future land use conflicts and maximize the production of real and virtual products

The Fulton Market Innovation District Land Use Map (Map 4) provides specific land use parameters for future zoning changes within the district. Its height and density standards for four key subareas are to be used by the Chicago Plan Commission, City Council, and community stakeholders to assess the appropriateness of future zoning change proposals. The four specific sections of the map include:

Innovative Industries Subarea
Located within and adjacent to the Kinzie Industrial Corridor and Planned Manufacturing District (PMD), the Innovative Industries Subarea is primarily occupied by manufacturing, industrial, and distribution-oriented companies. Land use parameters for the subarea will foster the viability of existing companies and the area's role as a jobs center, especially involving its burgeoning role as a home to innovation and technology-driven companies. New residential development is prohibited and retail establishments are limited to sales of goods directly related to the businesses operating on-site. New construction is limited to low-rise buildings.

Typical uses include: Manufacturing, artisanal manufacturing, industrial, business and industrial services, food purveyors, food truck commissaries, shared kitchens, printing facilities, commercial photography studios, offices, high-tech offices, data storage centers, business trade schools, warehouses, employment agencies, construction offices, small-scale restaurants, coffee shops, taverns, and other small-scale commercial uses that support these trades, such as barber shops and dry cleaners.

Building scale: One to approximately four stories.

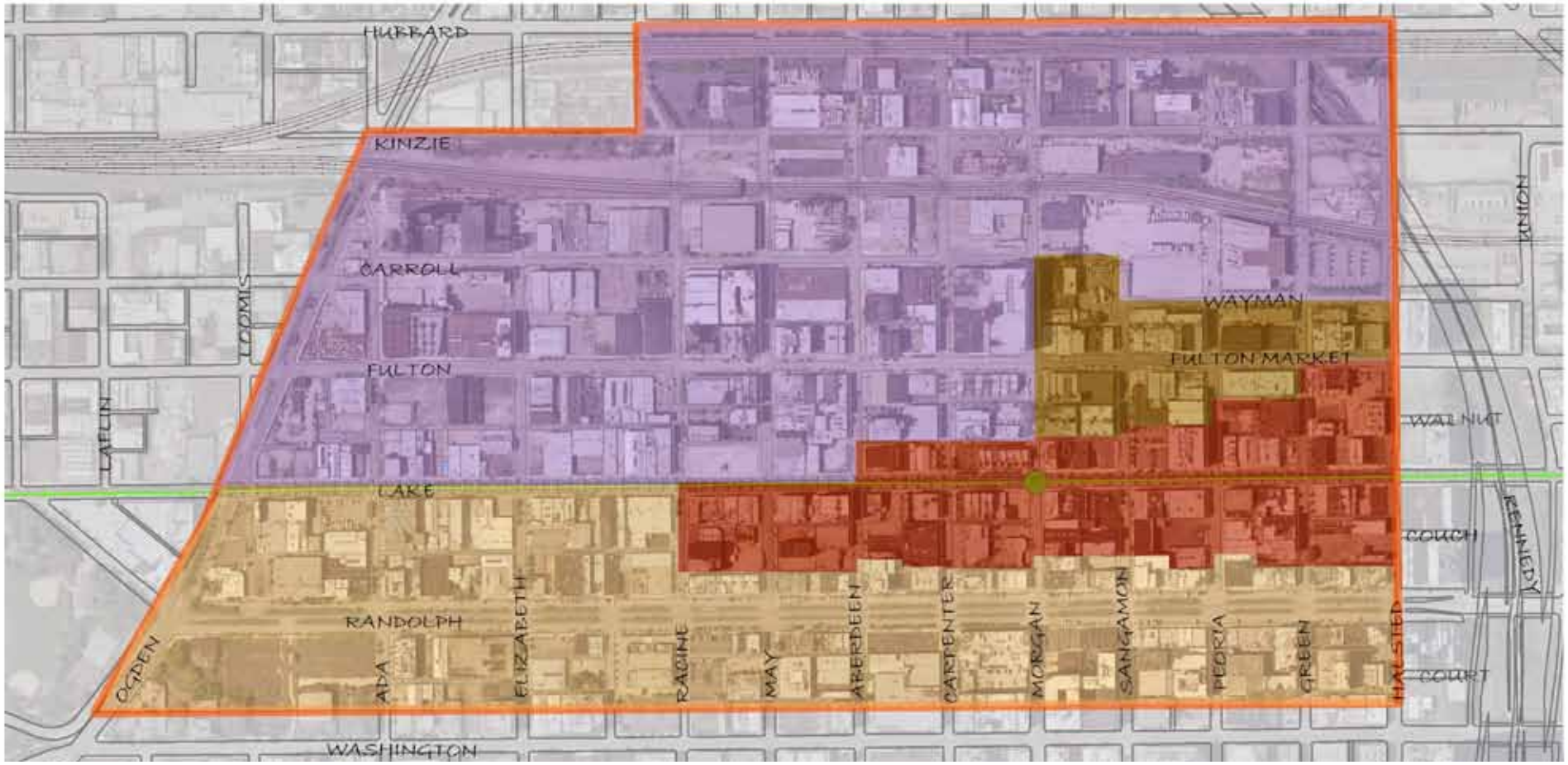
Properties along Lake Street and the elevated CTA public transit line should accommodate mid-rise building construction to foster transit-oriented developments near the new Morgan Street commuter station.

Lake Street Business and Service Subarea
The Business and Service Subarea straddles the CTA rail line along Lake Street and includes the recently-opened Morgan Street station, which provides opportunities for increased density and height through Transit Serviced Location provisions within the Chicago Zoning Ordinance. Lake should continue to function as a service road for existing companies, as well as for future projects that could use intersecting north-south streets for main entrance locations. Mid-rise buildings are permitted, including structures with non-accessory parking for patrons of nearby restaurants, entertainment venues, and hotels. Because the north side of Lake is within the Kinzie Industrial Corridor, the subarea limits denser residential development to the south side of the street.

Typical uses include: Retail, restaurants, salons, personal services, food purveyors, art galleries and studios, entertainment venues, hotels, offices, high tech offices and hotels. New mid-rise residential buildings should be allowed only south of Lake.

Building scale: Three to eight stories or more.

Land Use Map: Fulton Market Innovation District



Map 4: Subareas identified within the Fulton Market Innovation District land use map are intended to guide future zoning change proposals.

Fulton Market Subarea
Located along Fulton Market Street, the historic core of the Fulton Market Innovation District has provided meat and food-related services to the city for more than 150 years. The land use plan provides for uses that are compatible with the operation of food production and distribution-related enterprises. Existing residential uses are allowed to remain but new or expanded residential development is discouraged. Retail is limited to smaller-scale businesses, including stores that sell goods produced off-site. Building heights are limited to the existing scale of the street wall along Fulton Market Street. New uses should renovate and incorporate existing buildings.

Typical uses include: Manufacturing, artisanal manufacturing, wholesaling, food purveyors, butcher shops, grocery stores, offices, high-tech offices, co-working offices, restaurants, coffee shops, bakeries, taverns, art galleries, art studios, apparel shops and bike shops.

Building scale: One to three stories; large floor plates.

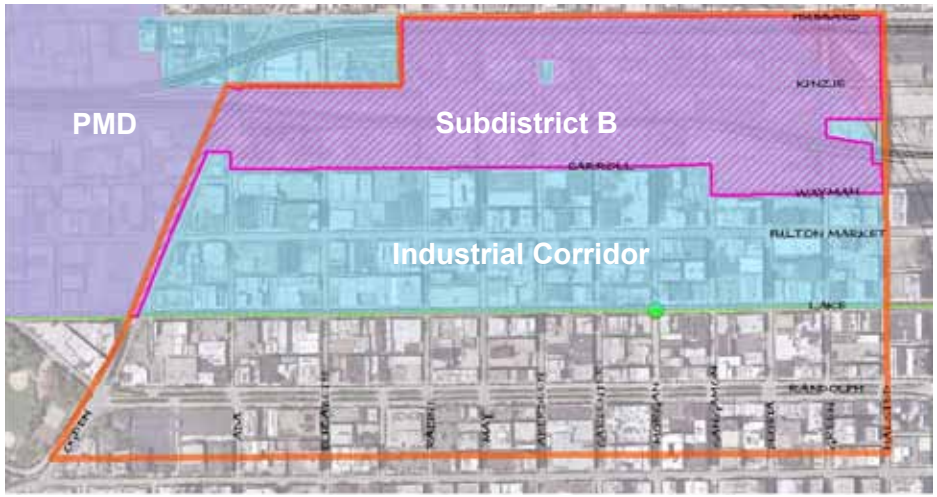
Randolph Row Subarea
As one of the most popular destinations for restaurant-goers in Chicago, Randolph Street is lined with restaurants and other hospitality oriented businesses that provide eclectic diversity for the entire Fulton Market area. Located at the southern portion of the district, the subarea also contains entertainment venues and culturally aware businesses that draw visitors from outside of the neighborhood. New uses should renovate and incorporate existing buildings.

Typical uses include: Full-service restaurants, coffee shops, taverns, boutique hotels, entertainment venues, retail, offices, personal services, food purveyors, butcher shops, groceries and residential (above the first floor).

Building scale: Two to approximately five stories.

2. Establish Subdistrict B within the Kinzie Planned Manufacturing District (PMD)

A new subdistrict should be considered within the Kinzie PMD to reinforce the area's expanding role as an innovation-driven employment center (Map 5). The purpose of the subdistrict is to provide adequate and affordable space for a broader range of businesses within the portion of the PMD that's within the innovation district's boundaries, while still protecting against the potentially negative impacts of housing, entertainment, and lodging uses. B subdistricts provide for a wide range of retail and commercial uses while still accommodating the industrial and employment-based goals of the PMD. No residential uses are allowed.



Map 5. More than half of the Fulton Market Innovation District lies within the Kinzie Industrial Corridor, which extends south to Lake Street. Zoning changes for residential uses are incompatible with the industrial corridor. The northern third of the innovation district is also part of the Kinzie PMD. A Subdistrict B designation within the Kinzie PMD would expand allowable business uses while still maintaining the industrial goals of the PMD.

Design guidelines should be adopted to ensure the compatibility of new construction with the industrial nature of area buildings.

3. Adopt general design guidelines

General design guidelines should be finalized and adopted by the Chicago Plan Commission to guide the treatment of properties and streetscapes throughout the Fulton Market Innovation District (Appendix II). The guidelines should strengthen the unique identity of the area and support existing uses, while encouraging new, compatible development. Renovation of existing buildings for contemporary uses is encouraged and new construction and additions are allowed, pending compliance with zoning and land use parameters. Compliance with the guidelines is recommended for all new construction and rehabilitation projects within the district's boundaries. Compliance will be monitored by City of Chicago zoning and land use staff, which reviews all zoning change applications within the city. Specific recommendations will be made, as appropriate, to property owners as part of the zoning change and permit review process. Property owners should reference the guidelines prior to pursuing a building permit within the innovation district.

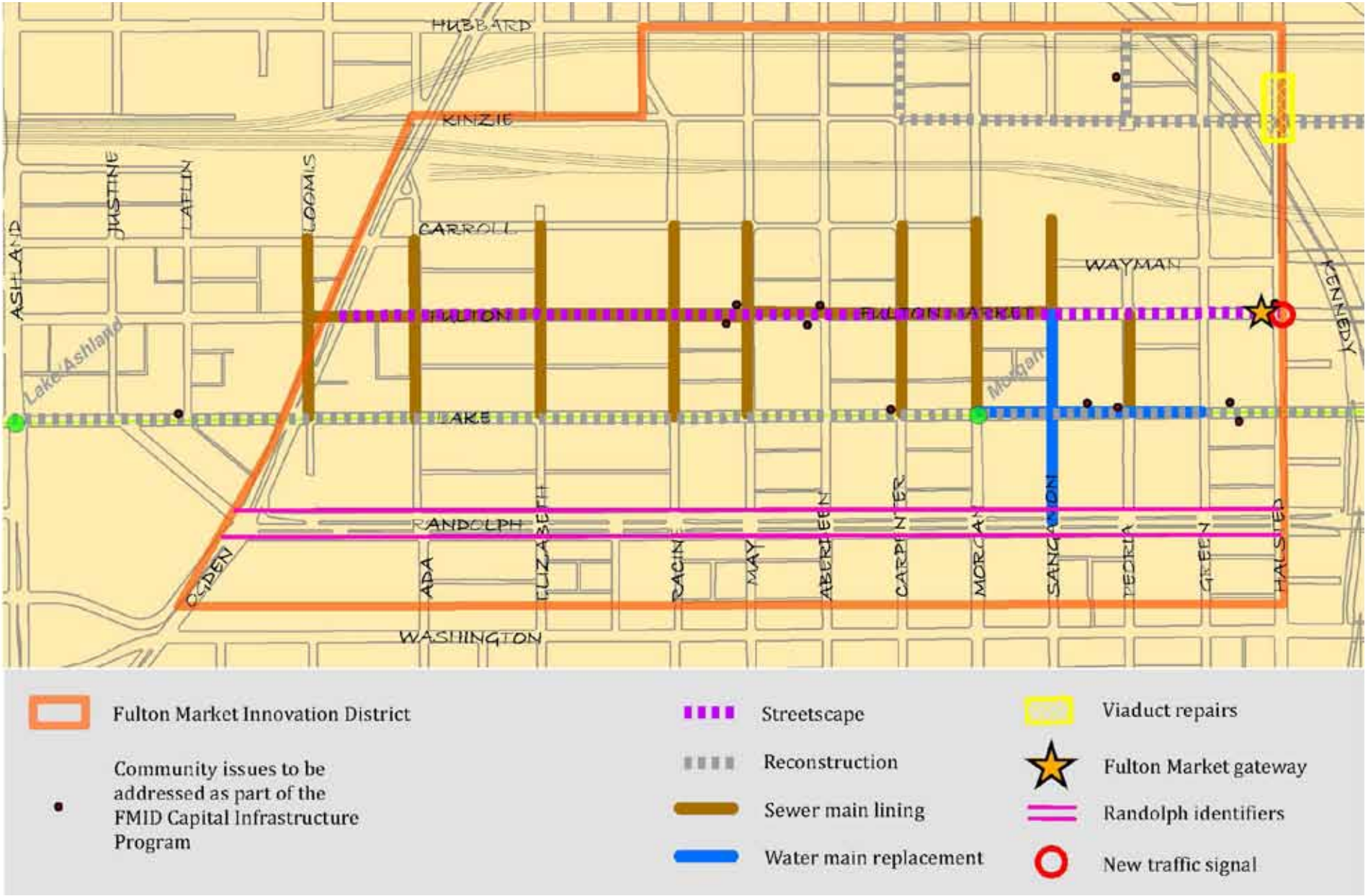
4. Coordinate public infrastructure investments to create a cohesive district identity and support ongoing private investment projects.

The Fulton Market Innovation District plan will provide the framework for more than $42 million in area infrastructure improvements announced by Mayor Rahm Emanuel in June 2014 (Map 6). The improvements will address a variety of above- and below-grade public works needs for both current and future companies. Streetscape improvements focusing on pedestrian safety and loading operations will be initiated for the length of Fulton Market Street. To inform additional improvements, a traffic and curbside use study will begin in the fall of 2014 to address the wide range of users and the changing character of traffic throughout the day. A variety of community identifiers will also be installed to reflect the area's unique association with the preparation and distribution of food, including a gateway arch near Halsted and Fulton Market.

5. Invest in facilities for regional food products, traditional wholesale businesses and associated historic buildings

To complement the Fulton Market area's historic association with food production, distribution, and consumption, a facility should be established within the PMD to serve as an artisanal food incubator and a regional food wholesale and processing facility for use by local chefs, restaurant owners and other food entrepreneurs. The facility could be modeled after the existing incubator in the Kinzie Industrial Corridor that successfully supports various industrial and food processing niches within the local economy. In addition, the City should expand assistance to existing wholesale and manufacturing companies within the Kinzie Industrial Corridor by increasing the Small Business Investment Fund (SBIF) for tenant improvement projects and TIFWorks for workforce development projects.

Infrastructure Improvement Program: 2014-2018



Map 6: Location of planned infrastructure improvements

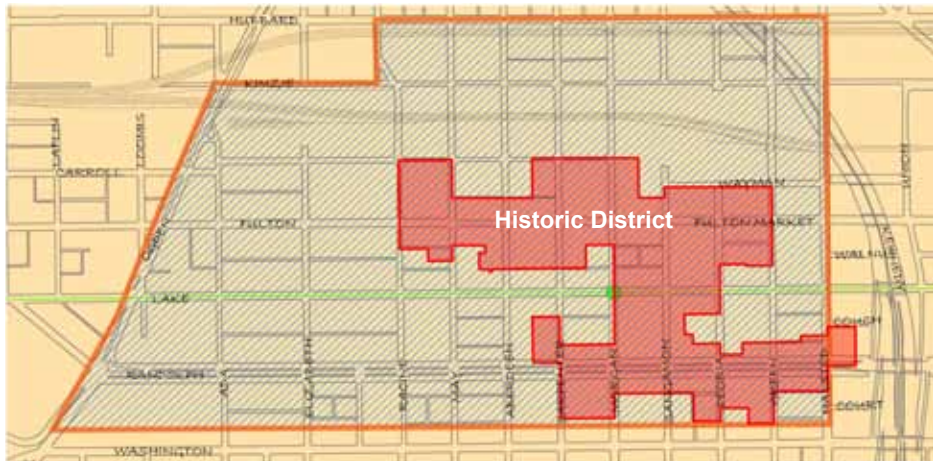
6. Encourage programming and events on food and Chicago's role within the regional and nationwide food systems

The Fulton Market area's long association with food provides unique opportunities for public events and programming that contribute to the local economy. Given the existing food focus and proximity to downtown and public transit, the area is an ideal location for a seasonal, outdoor farmers market and/or an indoor market that caters to the public, chefs, or both. A potential market steward could be an organization like Green City Market, which is a 16-year old, not for profit organization that operates a farmer's market from May through December in Lincoln Park. The organization is investigating the feasibility of a second market in Chicago, with a primary objective of enhancing access and convenience in order to better connect local producers to downtown restaurateurs. Additional regional and sustainable food programming activities should be explored for opportunities involving pop up exhibits, podcasts/walking tours, demonstrations (cooking, preserving, drying herbs, etc.), and opportunities to learn about how food gets from regional farms and producers to the table.

Regularly scheduled farmer's markets should be introduced to enhance access by area chefs for regionally sourced food items while also reinforcing the area's historic role as a food-oriented business corridor.

7. Establish a historic district within a portion of the Fulton Market Innovation District

The Fulton-Randolph Market Historic District recommendation being considered by the Commission on Chicago Landmarks should be finalized by DPD preservation staff and, if approved, transmitted to City Council to preserve the historic core of the innovation district. The City Council designation would provide new financial incentives for building rehabilitation and maintenance needs. Encompassing 47 acres, the Fulton-Randolph Market District focuses exclusively on architecturally significant buildings and others that best represent the area's industrial growth and association with food production and distribution (Map 7). Like all historic districts in Chicago, the designation would be limited to the exterior elevations of properties to allow flexibility to adapt the interiors for new uses that align with market demands.



Map 7: Owners of contributing buildings within the proposed Fulton-Randolph historic district would be eligible for new economic development and building rehabilitation incentives.

Appendix I: Employment Data

DPD staff used U.S. Census Bureau data[i ii] to categorize jobs within the Fulton Market Innovation District using a methodology developed for the "Chicago Sustainable Industries" plan.[iii] Job categories were grouped into 1) Real & Virtual Products, 2) Business and Institutional Services and 3) Leisure and Lodging Services and are detailed below.

Employment data for selected sectors within the Fulton Market Innovation District and Kinzie Planned Manufacturing District

	Real & Virtual Products				Business & Institutional Services					Leisure and Lodging Services						
Area	Manufact-uring	Moving, storing goods & Construc-tion	Informa-tion, Technolgy & Mange-ment		Education Services	Finance & Insurance	Real Estate	Health Care & Social Assis-tance		Retail	Arts, entertain-ment, recrea-tion	Accomo-dations, Food service		Other		TOTAL
Fulton Market District	855	2350	3011	63%	561	313	132	532	10%	278	273	1255	18%	358	4%	9918
Within PMD only	78	1422	57	90%	83	2	8	1	5%	19	3	1	1%	52	3%	1726

NAICS groupings for analysis of employment data within the Fulton Market Innovation District. Real & Virtual Products = Manufacturing; Moving or storing goods (Utilities, Construction, Wholesale Trade, Transportation & Warehousing, Administrative Support, Waste Management & Remediation; Information, Technology & Management (Information, Professional, Scientific & Technical Services, Management of Companies and Enterprises). Business & Institutional Services = Educational Services; Finance & Insurance; Finance & Insurance; Real Estate (Real Estate, Rental & Leasing); Health Care and Social Assistance. Leisure and Lodging Services = Retail; Arts, Entertainment & Recreation. Other = Other Services (Except Public Administration). Note: Excluded from analysis due to zero counts: Agriculture, Forestry, Fishing and Hunting; Mining, Quarry & Oil and Gas Extraction; Public Administration.

[i] U.S. Census Bureau, Center for Economic Studies, OnTheMap application and LEHD Employment Statistics. http://onthemap.ces.census.gov

[ii] GIS Shapefiles were used to define the area selection and to extract employment data for the Fulton Market Innovation District and segment of PMD 4.

[iii] In 2012, Jon DeVries, who chaired the Land Use Task Force for the Chicago Sustainable Industries plan, and his colleague John McDonald, both professors at Roosevelt University, analyzed employment data for 24 Chicago industrial corridors to assess industrial land use policy. Employment sectors were divided into three land-use categories using NAICS data: Manufacturing (including wholesale trade, transportation and warehousing, and administrative support and waste management services); Retail trade (including arts, entertainment and recreation and accommodation and food service); and Office employment (including seven sectors of private employment).

Appendix II: General Design Guidelines

The Fulton Market Innovation District general design guidelines are intended to guide the treatment of properties and streetscapes throughout the district in order to preserve and enhance its unique character.

- The guidelines aim to strengthen the identity of the area and support existing uses while encouraging new, compatible development.
- Renovation of existing buildings for contemporary use is encouraged and new construction and additions are allowed throughout.
- Streetscape guidelines aim to maintain existing uses, such as loading, to best serve existing businesses, while improving pedestrian safety and comfort and promoting other streetscape improvements.

The guidelines are intended to assist residents, business owners, property owners, property managers, builders, developers, architects, planners and other stakeholders in making decisions regarding changes to their properties. Guidelines for streetscapes are also intended to assist property owners and public agencies such as the Chicago Department of Transportation (CDOT) when planning infrastructure improvements. The guidelines defer to existing Zoning and Landscape Ordinances and also reference CDOTs Complete Street Guidelines.

The General Design Guidelines are recommended for all new construction and rehabilitation projects that require City zoning review. Compliance will be monitored by City of Chicago zoning and land use staff, which reviews all zoning change applications within the city. Specific recommendations will be made, as appropriate, to property owners as part of the zoning change review process. Property owners should reference the guidelines prior to pursuing a building permit within the innovation district.

The guidelines ensure that the historic and architectural character of the Fulton Market Innovation District is protected and enhanced while allowing compatible new construction and expansion.

General design principles:

- Repair rather than replace. Deteriorated architectural features should be repaired rather than replaced whenever possible. Repair and maintenance can stabilize existing features and prevent deterioration.
- Replace with compatible features or materials. Removal or alteration of significant architectural features should be avoided whenever possible.
- Draw from existing examples within the district. For alterations, new elements, and new buildings, lessons can be learned from other buildings about the design of a building element and use of materials in a way that respects its neighbors. New designs may be interpretive, but should always preserve the integrity and scale of the district's character and scale.
- Allow for creative and contemporary design solutions. Inventiveness in new construction is encouraged as long as such projects respect the character of the Fulton Market Innovation District.
- View Corridors of Fulton and Randolph are of primary importance. The mass and scale of view corridors of Fulton and Randolph streets should be preserved.
- Flexibility in Implementation. These guidelines are intended to allow compatible new construction and sympathetic additions and improvements. For that reason the guidelines are intended to remain flexible in order to address current and future needs of the area.

Overview
The Fulton Market Innovation District contains the oldest food marketing district in Chicago with an ensemble of historic mercantile buildings that continue to function as wholesale produce and meat packing outlets. Though the majority of the buildings in the district were built between 1880 and 1929, it began to function as a food market in 1850 when the then-Town of Chicago built a municipal market hall building in the middle of Randolph Street at DesPlaines Street.

As Chicago grew, the Fulton Market area developed commodity specialization, with Randolph Street focused on regionally-grown produce and Fulton Market Street specializing in meat packing. In addition to food marketing and processing, the district includes a number of historic manufacturing and warehouse buildings. These reflect a larger pattern of industrial development on the Near West Side in the late 19th and early 20th centuries.

The period of historic significance for the area is 1850 to 1964, though its function as a food market continues to the present day. Because the district has an extended history of use as a place of wholesale produce marketing and meat packing, many buildings within it have sustained alterations and changes that are related to their historic functions and that may have their own historic significance. While historic warehouse, wholesale and other commercial uses remain within the district, the area has also begun to attract new uses and development. Randolph has become a destination for upscale restaurants and bars, while new residential, professional services, retail and gallery uses have also located throughout the district.

Physical Description
The area is a dense, urban space with buildings built up to their lot lines and with no setbacks from the sidewalk. Many buildings share party walls. Construction throughout is primarily two or three stories, with a limited number of buildings as low as one story and as tall as 10 stories. Buildings throughout were historically built for mercantile, warehouse and light manufacturing purposes.

Streetscape appearance varies between the main east-west arteries of Randolph, Lake and Fulton Market.

Randolph Street
Randolph is a wide boulevard, with planted medians that separate two center traffic lanes from additional traffic lanes and parking at either side of the street. The street width and building construction along Randolph reflects its historic use as a wholesale produce market. Historically, the street was enlarged incrementally to accommodate its growing use as an open-air farmers market. Farmers would set up their trucks in the middle of the widened portion of the street. The center of the street historically remained open for traffic lanes and included a street car line. Buildings along Randolph generally consist of smaller scale, mercantile buildings constructed to supplement the wholesale market activities here.

Lake Street
Lake is largely defined by the elevated track structure that runs above the street, with support posts located in the parking lanes. This track was completed in 1893 with original stops at Racine, Morgan and Halsted. The Morgan station has been recently rebuilt. There are no remnants of the other two stations. Lake carries two lanes of traffic with parking lanes at the curb. Building construction along Lake Street primarily consists of buildings with larger footprints, constructed to house warehouse and light-manufacturing uses.

Fulton Market Street
Fulton Market is characterized by heavy truck and loading activities. Curb heights throughout Fulton Market vary and were historically determined by loading requirements for adjacent businesses. Fulton Market carries one lane of one-way traffic with parking lanes and loading docks at the curbs. Buildings along Fulton tend to be older and larger than those along Randolph Street and were historically constructed to house warehouses and light-manufacturing for the meat packing and associated food-related businesses that located here.

Masonry

Existing masonry wall materials found throughout the area include brick, limestone, cast stone and terra cotta. With limited exceptions walls are primarily of brick with limestone elements. Cast stone and terra cotta embellish the lower stories and spandrel panels below windows of a few of buildings.

Deterioration:

Signs of brick deterioration include crumbling or spalling of the brick surface, cracked or missing brick units, missing mortar, and efflorescence.

Causes of deterioration include water-related deterioration, freeze/thaw degradation, water-soluble salts, acid precipitation, air pollution, and poor repairs including inappropriate repointing.

Signs of mortar deterioration include disintegrating mortar, cracks in mortar joints, loose masonry, damp walls, or damaged plaster. Causes of mortar deterioration include poor original mortar, differential settlement, extreme weather exposure, or water exposure.

Reasons to clean masonry include the need to remove retardant deterioration (soiling materials that are potentially harmful to the masonry), to provide a clean surface for repairs, for masonry inspection, or to improve appearance.

Repair/Restoration

- Masonry should be preserved and retained.
- Mismatched brick from earlier alterations should be replaced or stained to match the original brick. Masonry should not be painted unless existing brick has been painted.
- Repointing (tuckpointing) should match the original in joint width, color, tooling, profile, and mortar composition.
- Terra cotta or cast stone that is deteriorated should be patched and cracks repaired. Deteriorated brick should be replaced with matching brick.
- Removal of masonry from in-filled storefronts is encouraged. See Storefronts.
- Windows that were historically in-filled with glass block can remain glass block or can be replaced with historically appropriate windows. See Windows.

Replacement/Reconstruction

- New brick and other masonry should match original in color, texture and unit size.
- Limestone should be replaced in kind.
- Terra cotta and cast stone units that are severely damaged can be replaced either in kind or with a carefully selected substitute material. Substitute materials to consider include: limestone, cast concrete, glass fiber reinforced concrete (GFRC). Consult a professional.
- Masonry should not be clad or covered over with a veneer or exterior insulation finishing system (EIFS).
- Should major reconstruction be required, such work should support, repair and retain in-place as much of the historic material as possible.

Historic brick masonry with limestone detailing

Historic terra cotta ornament on Randolph Street

Historic terra cotta

Further Information:
For an in depth discussion of masonry see:

- *Preservation Brief No. 1 "Cleaning and Water Repellant Treatments for Historic Masonry Buildings,"*
- *Preservation Brief No. 2 "Repointing Mortar Joints," and*
- *Preservation Brief No. 6 "Dangers of Abrasive Cleaning to Historic Buildings."*

Cleaning

- Cleaning masonry should be done using the gentlest effective means. Cleaning products should be selected specifically for the type of masonry and type of soiling. Avoid the use of harsh acids. Select an appropriate cleaner based on test panels. Masonry should not be sandblasted or abrasively cleaned. Previously sandblasted masonry may require a protective coating.

Historic glass block

Inappropriate treatment for historic facades - do not cover masonry.

Windows

Except at party walls, windows are found on all facades of historic buildings and served to bring in natural light and ventilation. Windows were placed individually in masonry openings and in groups, often extending the width of a full structural bay. Windows in the historic district fall into two general types: wood with a single pane of glass in each sash and steel in a multi-light configuration typically with an operable sash insert. As the area developed, and with developments in electrification, some windows were filled with glass block or brick. Other windows have been replaced with aluminum windows. Since the district developed over time, consult with staff first when proposing a large window project.

Historic wood windows on Randolph Street

Deterioration:
Signs of window deterioration include paint failure, rough surfaces, UV damage, rot, and separation of sash and frame joints. At steel windows corroded metal and misaligned or bowed components also occurs.

Causes of deterioration may include structural settling, water, vandalism, deferred maintenance, or improper maintenance practices including paint build-up.

Further Information:
For an in depth discussion of windows see:

- *"Repairing Old and Historic Windows" by the New York Landmarks Conservancy,*
- *Preservation Brief No. 9 "The Repair of Historic Wooden Windows," and*
- *Preservation Brief No. 13 "The Repair and Thermal Upgrading of Historic Steel Windows."*

Repair/Restoration

- Preservation of historic windows and masonry openings is encouraged. If possible, historic windows should be retained and repaired.

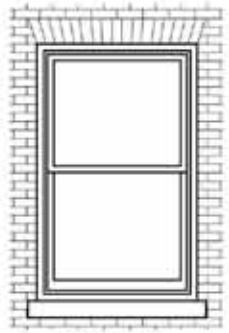
Replacement

- Avoid making new (non-historic) masonry window openings on primary facades.
- If historic windows are beyond repair, replace maintaining historic window type, configuration, and number of panes, dimensions, profiles and proportions based on historic data.
- Wood windows may be replaced with wood, aluminum clad wood, and vinyl clad wood or aluminum windows. Steel windows that are replaced should be replaced in steel or aluminum.
- For window openings that have been filled in with masonry or monolithic glass units replacement with a double hung or industrial sash unit based on historic data is encouraged.
- Window openings filled in with glass block may remain. Window openings may be filled in with glass block based on functional need.
- On secondary facades windows may be retained, replaced or filled in with masonry or glass block. New window openings should not adversely affect the primary facades.
- Dropped ceilings should be set back from the plane of the window glazing a minimum of 3 feet at the first floor and a minimum of 18 inches at the second floor and above.

Historic steel windows on Randolph Street

Appropriate new steel windows

Window Types:



WOOD WINDOW

STEEL WINDOW WITH OPERABLE SASH

- Glazing is to be clear. Mirrored, reflective or dark-tinted glass is not appropriate.
- Shutters, balconies and false balconies are not historic and are strongly discouraged on primary facades.

Inappropriately proportioned, mirror glass windows

Inappropriately proportioned windows

Doors and Grilles

Doors, in addition to storefronts doors, provide access to a building and display the style and character of the building through their size, placement and detail. Many historic doors have been replaced. Metal rollup industrial doors are located throughout the district. Historic industrial entrance systems at Fulton Market consist of wood and glass folding/retractable doors, with a fixed side door. For doors and entries in storefronts, see Storefronts.

Compliance:
Historic doors may require modification or replacement to comply with current codes.

Repair/Restoration

- Preservation of existing historic doors including historic industrial entrance systems is encouraged. Existing historic materials should be repaired rather than replaced. Historic materials that are damaged beyond repair should be replaced in kind or with materials selected to match the characteristics of the historic material. Missing historic elements may be replaced with compatible new materials.

Replacement/Alteration

- Maintaining door openings in their historic location is encouraged. Restoration of door openings to their historic size in altered buildings is encouraged. Transoms and other historic features should be retained or restored based on historic data.
- Making of new door openings and altering the size of historic door openings on primary facades is discouraged.
- Balconies are strongly discouraged at primary facades.
- Security grilles: new security grilles are to be located on the interior side of the glass when possible. Exterior grilles are to be placed as inconspicuously as possible.
- Solid commercial overhead doors may be installed where required based on functional need.

Historic industrial doors at Fulton Market

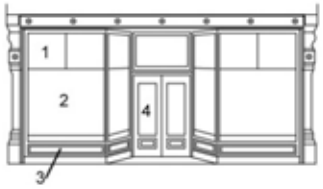
Existing industrial doors at Fulton Market

Inappropriate treatment - do not brick in door openings

Storefronts

Historic storefronts located at the first floor filled the areas between the masonry piers or, in some cases, cast iron columns. Storefronts are separate from the door leading to other areas of the building either beyond or above. Storefronts are typically composed of a bulkhead (base), display windows and transom with an entry to one side or centered. The entry was historically aligned with the storefront or recessed. Historic storefronts were made of wood, cast iron and glass elements. Storefronts were proportioned relative to the masonry opening and were designed with large glass display windows to provide light and allow for the display of wares. Historic industrial entrance systems at Fulton Market also include assemblies consisting of wood and glass folding/retractable doors, with a fixed side door. See Doors.

Storefront Terminology:



STOREFRONT
1 - TRANSOM
2 - DISPLAY WINDOW
3 - BULKHEAD
4 - RECESSED ENTRY

Example of a historic storefront

Further Information:
For an in depth discussion of historic storefronts sees Preservation Brief No. 11 "Rehabilitating Historic Storefronts."

See also: "Design Guidelines" for the City of Chicago Façade Rebate Program for Commercial and Industrial Buildings.

General

- Retain transparency of storefront. Avoid displays that would block storefront windows.
- Locate dropped ceilings behind storefronts a minimum of 3 feet from the plane of the storefront glazing.

Repaired/Renovated

- Existing historic storefronts including historic industrial entrance systems should be retained and preserved.
- Historic materials that are damaged beyond repair should be replaced in kind or with compatible new materials.
- When renovating a storefront remove inappropriate alterations that have been made in the past.

Replacement

- New storefronts including transoms and bulkheads should be compatible with the building in its proportion, placement (relationship to the façade), transparency, scale, materials, color and character.
- Fully operable storefronts are acceptable. Operable storefront glazing panels should not be less than 3 feet wide.
- Unless based on historic data, deeply recessed storefronts are not permitted. Historically storefronts were recessed one or two brick units (4-12 inches). Recessed entrances within storefronts are permitted.
- Glazing to be clear. Mirrored, reflective or dark-tinted glass is strongly discouraged.

Detail of pier at historic cast iron storefront

Do not recess storefronts

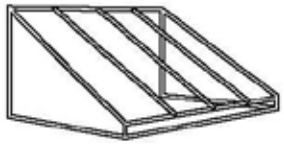
Do not apply cladding over masonry materials

Awnings and Canopies

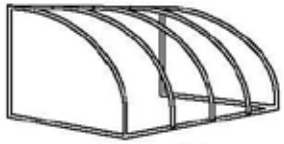
Awnings and canopies should reflect the historic activities of the district. On Randolph Street awnings were historically used and these reflect the retail nature of the street's historic activities. Unlike Randolph Street, Fulton Market historically utilized metal canopies. These reflect more the industrial history of the area's activities. Awnings were mounted at individual storefronts, while canopies were typically mounted above the masonry openings and extended to protect multiple openings. Some canopies extended the full with of a facade and some wrap around building at corners. The use of awnings and canopies is encouraged.

Awning Types:

APPROPRIATE – Retractable Awning



APPROPRIATE – Shed Awning



INAPPROPRIATE – Bubble Awning

Further Information: *See the City of Chicago's "Design Guidelines" for the City of Chicago Façade Rebate Program for Commercial and Industrial Buildings," and Preservation Brief No. 44 "The Use of Awnings on Historic Buildings."*

Repair/Restoration

- Existing historic canopies should be retained and preserved.

Replacement/New

- Comply with the applicable codes.
- Fixed or retractable shed type awnings should be mounted in a location that respects the design of the building. Awnings should be designed to project over individual masonry openings and not be a continuous feature. Awnings should be mounted within masonry openings and should not obscure or overlap decorative features. Awnings should project out at least 5 feet.
- Flat and shallow-angled metal canopies may be installed where they were not historically located provided they are compatible in size, scale, location and design, and do not cover or damage significant architectural features. Canopies may extend over several masonry openings.
- Awning materials may be woven fabric. Use of plastic, vinyl, or rubber awnings are strongly discouraged. Simple shed type shapes are appropriate.
- Curved, bubble or other exaggerated shaped awnings or canopies are strongly discouraged.
- Signage on awnings should be limited to valance area.
- Internally illuminated awnings or canopies are strongly discouraged.

Existing historic canopy frame at Fulton Market

Awnings should be set within masonry openings

Do not cover ornament or other character defining building features with awnings

Signs

Existing historic signs include those made of pressed brick and glazed tile masonry and incorporated into buildings at parapets or above windows or those inscribed in terra cotta above entrances. Historically signs were also located on awnings, above storefronts and on storefront glass. Painted wall signs were located on exposed party walls.

Further Information: *For more information about sign requirements see the City of Chicago Zoning Ordinance*

Repair/Restoration

- Historic signs including historic painted wall signs should be retained when possible.

New Signs

- Comply with the applicable sign ordinance.
- Rooftop signs are prohibited.
- Signs should be integrated into the design of the building and should not obscure or extend over any architectural features.
- Halo lit reverse-channel signs with individual letters may be acceptable
- Illuminated signs with opaque background and routed lettering may also be appropriate.
- Hanging signs, blade signs, and banner signs may be allowed.
- Lettering on storefront glazing and individual lettering is encouraged.
- Sign attachments should not damage masonry. Anchorage should be placed at mortar joints.
- Signs on awnings should be located on the valance. See Awnings.

Existing historic lettering incised into masonry

Existing historic terra cotta signage

Appropriate new storefront signage

Appropriate new storefront sign

Additions

The following guidelines refer to vertical additions and rear additions to existing buildings. For side additions at grade, see guidelines for new construction. Types of additions include both habitable and non-habitable structures including roof top greenhouses, mechanical penthouses and green roofs.

The following guidelines are intended to assist in designing additions that respect the character of the district, which is composed of buildings ranging from one to seven stories. Additions will be reviewed on a case by case basis. Unique circumstances, location, building type, and other conditions may warrant a solution that varies from these guidelines. All additions must also comply with the Chicago Zoning Ordinance.

General

- Vertical additions should be positioned on the roof so as to minimize their visibility from the public right-of-way.
- Rooftop mechanical additions should be set back from street facades and located to reduce their visibility.
- Rear additions are encouraged. Rear additions on corner lots should not be setback from the street.

Design

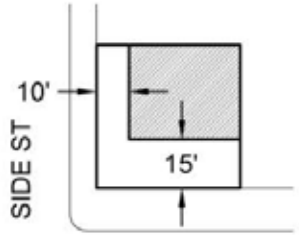
- Additions are to be visually compatible with the existing building. The following criteria are used for evaluating additions:
  - The new additions respects the general size, shape, and scale of the features associated with the property or district
  - The site plan respects the general site characteristics associated with the property or district
  - The design respects the general historic and architectural characteristics associated with the property or district.
  - The addition is connected to the property in a way that does not alter, change, obscure, damage, or destroy any significant critical features.

Materials

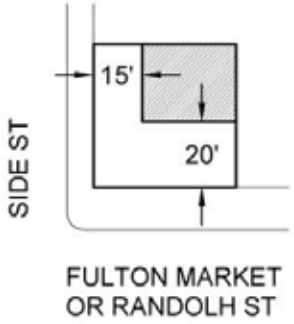
- Materials should be compatible with the property and with the district in general character, color and texture. Rooftop additions may employ alternative materials, i.e. glass, metal, wood, while maintaining a scale appropriate to the historic construction. Masonry is appropriate for addition walls aligned with the construction.
- Rear additions should employ durable materials found in the district including brick masonry, limestone, terra cotta and materials compatible with the historic materials.
- Materials not compatible the district includes: split face block concrete block, rough wood, monolithic materials, i.e. stucco, synthetic stucco (EFIS) and siding.
- The color and finish of wall cladding should be compatible and selected to minimize visibility.

Rooftop Additions*:

One-Story Addition**
Minimum Setback Diagram



Two-Story Addition***
Minimum Setback Diagram



**Floor heights of rooftop additions should be consistent with floor heights of the historic building.*

***One-story additions allowed for buildings three stories or less.*

****Two-story additions allowed only for buildings that are four stories or greater.*

Rooftop Additions: Setbacks and Heights

- Height of individual floors for rooftop additions should be compatible with the floor heights of the existing building and adjacent historic context.
- Buildings with frontage on Fulton Market or Randolph Street shall have the following minimum setbacks and maximum addition heights:
  - One-story addition (for buildings 1-3 stories in height)
    - Set back 15' from Fulton Market or Randolph Street
    - Set back 10' from side street
  - Two-story additions (for buildings 4 stories or greater)
    - Set back 20' from Fulton Market or Randolph Street
    - Set back 15' from side street
- For buildings fronting on all other streets, more lenient setbacks may apply. In very few instances there may be a case made to not have a setback, such as for buildings with no cornice or ornament. Evaluation of proposed rooftop additions are on a case-by-case basis and may require mock-ups, digital renderings or both.

Example of an appropriate rooftop addition

Diagram showing an appropriate rooftop addition set back from street facades.

Example of inappropriate rooftop addition. Do not add directly above parapets.

Appropriate new construction built to lot line

Inappropriate new construction. Blank walls and stucco facades are not compatible with the historic character of the district. Street facades should not be set back from adjacent historic construction.

Setbacks/Orientation

- To respect the character of the district, new, sympathetic in-fill construction should have no front or side setbacks. Entrances should be oriented toward the primary façade. New construction located on a corner site may take advantage of a corner entrance.

Massing/Scale

- To reinforce the character of the district, the minimum height of new construction is 20 feet and the maximum height shall be compatible with the context of the district.
- Except above first floors at street corners, curved or angled building lines are discouraged.
- Primary facades should include storefront, display windows or extensive entryways and provide visibility toward the street.

Design

- Designs should be contextual and incorporate elements found in the district including parapets, cornices, vertically proportioned masonry window openings at upper floors, storefront/pier configuration at street level and areas for signage.
- The size and rhythm of piers, proportion of window openings, cornice and other elements designed to express traditional scale and patterns is encouraged.
- Storefronts should have bulkheads and transoms.
- Avoid exaggerated design motifs, the introduction of historic styles not found in the district and blank walls lacking fenestration on primary facades.

Materials

- On primary facades, the use of durable, materials in appropriate colors found in the district including brick masonry, limestone, terra cotta and materials compatible with the historic materials is encouraged.
- Materials not compatible with the character of the area should not be used on primary facades or visible elevations. These include: split face block concrete block, rough wood, monolithic materials, i.e. stucco, EFIS (Exterior Insulation Finishing System) and siding.

Streetscapes

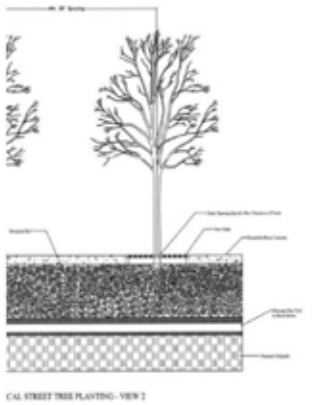
The following streetscape guidelines apply generally to the district, while additional guidelines are provided in separate sections to address unique conditions at each Randolph Street and Fulton Market. The main east-west thoroughfares through the district are: Randolph Street, Lake Street and Fulton Market. Randolph Street was historically widened to its existing 150 width, while Fulton Market and Lake Street are each 80 feet wide. Parkway widths at each of these streets average 16' wide. Street furniture and plantings within the parkways are generally not historic features of the district, as most of this space would have historically been reserved for loading and market activities.

At Lake Street, the most prominent element within the existing right of way is the historic track columns that sit at the face of curb and occupy the parking lane. A majority of the existing Lake Street parkway is void of landscape and furnishings creating wide, vacant sidewalks. A majority of the north south streets within this district can be considered neighborhood streets and have an average parkway width of 13' wide. These streets provide a number of different services ranging from storefront retail to service adjacent businesses.

For more description of Randolph Street and Fulton Market, see the following streetscape guidelines specific to each street.

Further Information:
For more information on lighting see requirements for the Department of Electricity,

For more information on landscape reference:
- *City of Chicago Landscape Ordinance,*
- *CDOT Streetscape Guidelines,*
- *CDOT Street and Site Plan Design Guidelines.*



Detail of CU Structural soil

Lighting

- Pedestrian scale lighting is encouraged within the Market District to enhance the pedestrian experience. Care should be taken in the placement of the pedestrian poles to minimize conflicts with the daily operations of the adjacent business' loading and daily operations.

Parkway Plantings and Tree Canopy

- Tree Canopy:
  - Loading zone limits should be analyzed when considering tree placement, as trees should not impede daily operations. Trees in grates allow for greater circulation and should be considered for valet and temporary loading zone locations. Trees in grates will preserve the historic hardscape nature of the parkway while providing adequate tree canopy to combat the environmental concerns faced in today's environment. Provide trees in grates sufficient soil volume by use of below pavement soil strategies; structural soil or structural decking similar to Silva Cell.
  - It is strongly discouraged to place trees within permanent loading zones or loading docks.
- Plantings:
  - Although parkway widths within the district warrant continuous planting per the landscape ordinance, this is strongly discouraged within the parkway due to loading zones and heavy pedestrian traffic.

Poor example of landscape use, landscape should not obstruct loading dock use

Good example of repurposed materials for site furnishings

Example of structural decking similar to Silva Cell.

Further Information:
For more information on café seating see Chicago's Rules and Regulations for Sidewalk Café's

Furnishings

- Historically, furnishings were not a part of the streetscape environment, although newly inhabited retail storefronts could benefit from benches, bike racks and trash receptacles.
- Furnishings should not impede business' daily operations and should not be located within loading zones.
- In locations where site furnishings are requested, furnishing designs should maintain the industrial aesthetics as previously described with the architectural guidelines.

Café Seating

- Boundaries, tables and chairs should be inconspicuous and industrial in style, compatible with façade treatment and material selection. Raw materials are encouraged with forms reminiscent of surrounding architectural vernacular.

Loading Zones

- Careful considerations should be paid when placing streetscape elements to avoid conflict with the business' daily operations and requirements for loading zones.

Use of the following streetscape guidelines are encouraged.

Further Information:

For more information on median design see CDOT's landscape design guidelines and CDOT's complete Streets Guidelines.

Reference CDOT's Make Way For People Program for creative ways to reinterpret existing parking stalls.

Light Poles

- Placement: Double armed Light pole fixtures should remain in planted medians to maximize pedestrian space within the parkway.

Existing Planted Medians

- Shade trees located within the medians serve to reduce the effects of urban heat island as well as to provide a much needed visual relief to the broad open vista created by the 150' right of way.
- The height of the existing understory plantings creates a strong visual barrier between the north and the south. Replacement understory vegetation should not exceed 12" in height from the top of curb to preserve a feeling of openness, reminiscent of the historic intent created by the widened right of way.
- Raised concrete planters are discouraged. Raised planters create visual barriers between pedestrians and motorists greatly decreasing pedestrian safety on this highly trafficked roadway.
- Pedestrian refuge islands: where feasible extend raised curbs past pedestrian crossing to provide feeling of safety.

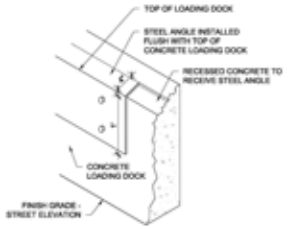
Parking Lanes

- It is encouraged to reconsider the opportunities with the existing perpendicular parking lanes. Transformation of a portion of the parking lane into a bike corral or additional café space is encouraged. When developing designs be careful to consider materials and form reminiscent of surrounding architectural vernacular.

Strong example of median treatments at pedestrian crossings

***POOR** Example of a side street ramp that is oriented parallel with the roadway curb. These ramps should allow adequate space for parked cars to open doors and pedestrians to circulate. The use of chain link fencing is not allowed. Necessary railings should be positioned to allow for a comfortable pedestrian experience, vertical elements too close to the roadway can create a confining experience.*

***GOOD** example of an appropriate edge treatment*


TOP OF LOADING DOCK
STEEL ANGLE INSTALLED FLUSH WITH TOP OF CONCRETE LOADING DOCK
RECESSED CONCRETE TO RECEIVE STEEL ANGLE
CONCRETE LOADING DOCK
FINISH GRADE - STREET ELEVATION

Example of an edge treatment

Pavement

- When possible, consider opportunities to introduce pavements that are reminiscent of the historic market time. Pavers can be used within the parkway to reinforce a historic character. Avoid pavers with specialized finishes and sizes unless supported by historic evidence.
- Recommended paver type : Belgium block

Grading

- Loading docks and flush curb conditions are a part of the unique character of this corridor. Special considerations should be made to match existing grades and floor plate elevations.
- Within the design of these accommodations of existing features, a number of elements need to be considered. These include specific railing and ramping requirements. Discussion of appropriate railing design is discussed under a separate heading below.
- Accessible Routes: Creative solutions should be explored when designing building entries and parkway grading to meet current ADA requirements. Sidewalk elevations should be consistent along building faces and ramps should be located along side streets whenever possible.
- Loading Dock treatment of walls taller than 9" should consider concrete with a steel angle at the face of the curb. Treatment should not impede the installation of bumper pads.

Railings

- Careful consideration should be paid when analyzing the need for railings. Avoid conflict with the adjacent business' daily operations and requirements for loading.
- Material: When applicable, black steel railings are encouraged and should be visually compatible with façade treatment. Maintain an industrial aesthetic that is transparent and minimal in design to allow for views to the adjacent building façade.

Flush sidewalk treatment

- Flush curb conditions are a part of the unique character of this corridor. Special considerations should be made to match existing

Example of pavers within the parkway

Example of the existing loading activities

Example of limited railing use. Portions of existing loading docks can be removed to efficiently create ADA accessible entries with steps and elevators

Example of an appropriate railing

Further Information:
For more information on ADA compliance see CDOT's ADA standards.

grades and floor plate elevations.

- Transitional separation between the vehicular and pedestrian zone is required to maintain the safety of pedestrians.

Parking Lane

- Due to the local businesses daily loading operations, it is strongly discouraged to locate a people spot within the parking lane along Fulton Market.

Strong example of creative ADA compliance ramping and railing design along the side street

Strong example of a cohesive entry experience integrating ramps and stairs from sidewalk level

Example of a separation between pedestrian and vehicular zones

Appendix III: Public Process and References

Public Process

Jan. 31 through March 5, 2014: Individual meetings with leaders of local organizations, including the West Loop Community Organization, Industrial Council of Nearwest Chicago (ICNC), West Central Association, Randolph/ Fulton Market Association, Neighbors of West Loop.

March 11, 2014: Meeting for more than 60 members of the five local organizations at Coyne Institute. DPD and CDOT staff presented data and preliminary planning ideas.

April 1, 2014: Public meeting at VenueOne, 1044 W. Randolph St, where DPD and CDOT staff reviewed an outline of the plan concepts for more than 300 people. Presentation was posted on the DPD website.

April 22, 2014: Meeting with DPD staff and seven members of the West Central Association to review alternative plan concepts

April 23, 2014: DPD staff attended an event hosted by Neighbors of West Loop to answer individual questions.

May 21, 2014: Four-hour DPD open house attended by 50 people at Union Park Field House. A revised draft plan was posted on the DPD website prior to the open house and hard copies were available at the meeting.

References

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Bruce Katz and Jennifer Bradley, "The Metropolitan Revolution" (Washington, D.C.: Brookings Institution Press, 2013)

Northwest Michigan Council of Governments, "Food Innovation Districts: An Economic Gardening Tool" (2013)

Boston Redevelopment Authority, "South Boston Waterfront – Home of the Innovation District" (July 2013)

HR&A Advisors Inc., "The New York City Tech Ecosystem." www.nyctecheconomy.com

Research Triangle Foundation of North Carolina, "The Research Triangle Park Master Plan" (November, 2011)

The Fulton Market Innovation District plan was led by the Chicago Department of Planning and Development (DPD) with participation from the Chicago Department of Transportation (CDOT) and the Chicago Department of Cultural Affairs and Special Events (DCASE).

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